



### Legend

<span style="border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span>	Part 77 Primary	<span style="background-color: red; display: inline-block; width: 10px; height: 10px;"></span>	Precision Instrument Approach Zone
<span style="background-color: purple; display: inline-block; width: 10px; height: 10px;"></span>	Part 77 Approach	<span style="background-color: purple; display: inline-block; width: 10px; height: 10px;"></span>	Nonprecision Instrument Approach Zone
<span style="background-color: cyan; display: inline-block; width: 10px; height: 10px;"></span>	Part 77 Transitional	<span style="background-color: cyan; display: inline-block; width: 10px; height: 10px;"></span>	Transitional Zone
<span style="background-color: yellow; display: inline-block; width: 10px; height: 10px;"></span>	Part 77 Horizontal	<span style="background-color: blue; display: inline-block; width: 10px; height: 10px;"></span>	Horizontal Zone
<span style="background-color: orange; display: inline-block; width: 10px; height: 10px;"></span>	Part 77 Conical	<span style="background-color: orange; display: inline-block; width: 10px; height: 10px;"></span>	Conical Zone
<span style="border-top: 1px dashed black; border-left: 1px dashed black; display: inline-block; width: 10px; height: 10px;"></span>	Town Boundaries		

### NOTE:

1. PLAN PREPARED IN CONFORMANCE WITH NH REV STAT § 424:3 (2015)
2. DRAWN IN ACCORDANCE WITH AC 150/5300-13A, TABLE 3-2 AND PART 77, OBJECTS AFFECTING NAVIGABLE AIRSPACE.
3. RUNWAY 8 HAS AN ILS WITH 1/2 MILE VISIBILITY. RUNWAY 8 DRAWN IN ACCORDANCE WITH CRITERIA DEPICTED IN TABLE 3-2, ROW 7, 8 & 9. THRESHOLD SITING SURFACE DRAWN WITH A 34:1 SLOPE. GLIDE PATH QUALIFICATION SURFACE DRAWN WITH A 30:1 SLOPE.
4. RUNWAY 8 PART 77 APPROACH SURFACE DRAWN WITH A 50:1 SLOPE FOR THE FIRST 10,000 FEET, AND A 40:1 FOR THE NEXT 40,000 FEET.
5. RUNWAY 26 HAS A MINIMUM VISIBILITY OF 1 1/4 MILE. RUNWAY 26 DRAWN IN ACCORDANCE WITH CRITERIA DEPICTED IN TABLE 3-2, ROW 3 & 9. THRESHOLD SITING SURFACE DRAWN WITH A 20:1 SLOPE.
6. RUNWAY 26 PART 77 APPROACH SURFACE DRAWN WITH A 34:1 SLOPE.
7. ALL DEPARTURE SURFACES DRAWN WITH A SLOPE OF 40:1.
8. PART 77 TRANSITIONAL SURFACES DRAWN WITH A SLOPE OF 7:1. CONICAL SURFACE DRAWN WITH A SLOPE OF 20:1.
9. PROPOSED STRUCTURES AND OBJECTS OF NATURAL GROWTH 200 FEET OR TALLER AS MEASURED FROM ADJUSTED GROUND ELEVATION REQUIRE NOTIFICATION TO THE FAA. REFER TO 14 C.F.R. § 77.9. FOR ADDITIONAL NOTIFICATION CRITERIA.
10. ALL POLITICAL SUBDIVISIONS OVERLAYED BY AIRSPACE SURFACES SHOULD ADOPT A ZONING ORDINANCE TO RESTRICT THE HEIGHT OF STRUCTURES AND OBJECTS OF NATURAL GROWTH NEAR THE AIRPORT. IMPACTED POLITICAL SUBDIVISIONS INCLUDE THE TOWN OF GILFORD, NH, CITY OF LACONIA, NH, TOWN OF MEREDITH, NH, AND TOWN OF SANBORNTON, NH.
11. GROUND ELEVATION BASED ON USGS DATA.
12. FOR PLANNING PURPOSES ONLY. SURVEY DATA NECESSARY PRIOR TO ANY PROPOSED CONSTRUCTION.

0 2,500 5,000 10,000  
Feet

**JACOBS**™

**Laconia Municipal  
Airport Approach Plan**  
Gilford, NH

DATE: December 8, 2017 NAME: bbrewster